

REMARKS

Claim Rejections – 35 USC § 102

Claims 1-4, 7, 8, 11-13, 16-20, 23 and 24 were rejected under 35 U.S.C. 102(b) as being anticipated by Dietz et al. (referred to as Dietz). The applicant respectfully requests withdrawal of the rejection for at least the following reasons.

Claim 1 of the present application is directed to an apparatus for purging corrosion inducing fluids from a cooling system of an internal combustion engine during storage. The apparatus includes a source of inert gas and mating couplings used to physically connect the source of inert gas to the cooling system of the engine.

Dietz discloses an apparatus for introducing an inert gas into the combustion chambers of a running internal combustion engine by placing a funnel near the air intake of the engine. Dietz does not, however, disclose a second coupling in fluid communication with an engine cooling system. The apparatus disclosed by Dietz includes a funnel that must be placed in close proximity to the engine air intake. Dietz does not teach coupling the source of inert gas to the engine cooling system. Dietz discloses simply introducing the inert gas into the combustion chamber. Furthermore, in Dietz, the engine must be running in order to introduce the inert gas into the combustion chamber. The engine with which the claimed invention is used does not need to be running because of the direct coupling. Dietz does not teach or suggest a direct coupling (i.e. the first coupling and the second coupling). Therefore, claim 1 is not anticipated by Dietz.

Claims 2-10 of the present application depend from claim 1; therefore, the applicant believes them to be distinguishable from the prior art for at least the same reasons.

Claim 11 of the present application is directed to a method whereby a source of inert gas is physically connected to an intake port formed in an internal combustion engine. The gas is dispersed into the cooling system of the engine thereby purging any corrosive fluids from the cooling system.

Dietz discloses a method of introducing inert gas into engine combustion chambers through the air intake of a running internal combustion engine. Dietz does not teach the introduction of inert gas into the cooling system of an internal combustion engine through a physical connection to an intake port formed in the engine. Thus, claim 11 is not anticipated by Dietz.

Claims 12-16 depend from claim 11; therefore, the applicant believes them to be distinguishable from the prior art for at least the same reasons.

Claim 17 of the present application is directed to an apparatus for purging corrosion-inducing fluids from a mechanical system during storage. The apparatus includes a source of inert gas and first and second couplings used to connect the source to the system.


Although Dietz teaches the use of an inert gas for the prevention of corrosion in the combustion chambers of an internal combustion engine, Dietz does not disclose an apparatus comprised of a source of inert gas that is physically coupled to

a mechanical system using first and second couplings. Therefore, claim 17 is not anticipated by Dietz.

Claims 18-24 depend from claim 17; therefore, the applicant believes them to be distinguishable from the prior art for at least the same reasons.

The applicant respectfully requests that originally presented claims 1-24, inclusive, along with newly presented claims 25-27, inclusive, be passed to allowance.

Respectfully Submitted,

By 
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